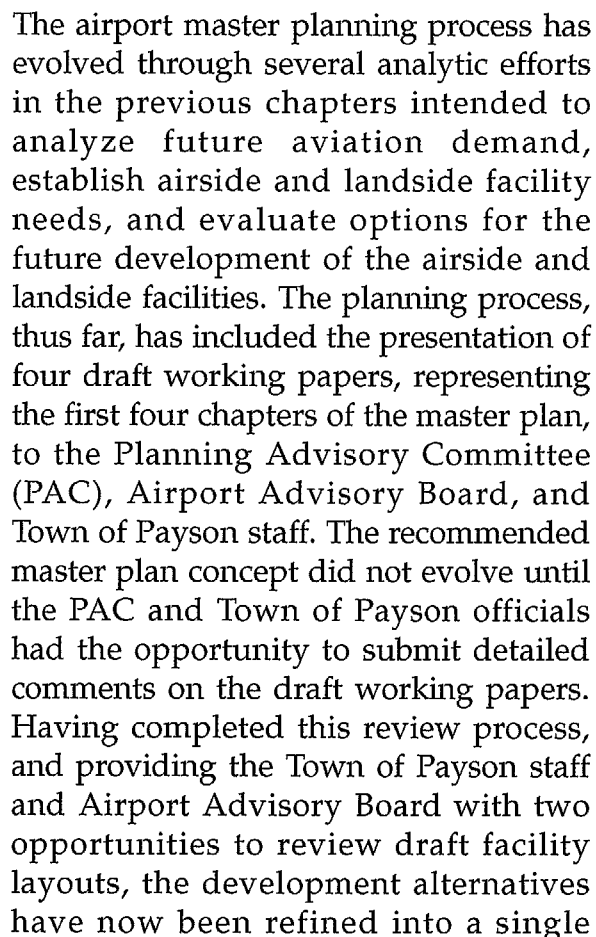


Payson
Municipal Airport

Chapter Five
AIRPORT PLANS



The design and safety standards pertaining to airport facilities are based primarily upon the characteristics of the critical design aircraft expected to use the airport. The critical design aircraft is the most demanding aircraft or "family" of aircraft which will conduct 500 or more operations (take-offs and landings) per year at the airport. FAA *Advisory Circular 150/5300-13, Airport Design*, is the primary reference for the design of airfield facilities. Within this advisory circular, a coding system has

been established that identifies an airport's critical design aircraft. This design aircraft code, referred to as the Airport Reference Code (ARC), is a function of the critical design aircraft's approach speed and wingspan. The ARC was previously discussed in Chapter Three.

Payson Municipal Airport is currently utilized by a variety of general aviation aircraft ranging from small single-engine piston aircraft to turboprop and occasional business jet aircraft. The turboprop and business jets are the most demanding aircraft to operate at the airport. While most of the piston aircraft and some turboprop and business jet aircraft fall into the B-I ARC (approach speed greater than 91 knots but less than 121 knots and wingspans up to but not including 49 feet), some turboprop and business jet aircraft (i.e., Cessna Citation II and Beechcraft Super King-Air) fall within the B-II ARC (approach speed greater than 91 knots but less than 121 knots and wingspans 49 feet up to but not including 79 feet). While aircraft operations within the B-II ARC currently total less than 500 annually, the airport can expect an increase in use from aircraft within the B-II ARC during the planning period. Therefore, all airfield facilities should comply with B-II design and safety standards. **Table 5A** summarizes the planning standards used in the ultimate design and layout of the airport.

RECOMMENDED MASTER PLAN CONCEPT

The recommended master plan concept includes a 600-foot extension to the Runway 6 end to provide additional takeoff length for the full-range of business aircraft expected to use the airport. Presently, business aircraft operations at the airport are limited due to insufficient runway length, especially during the warm summer months when high temperatures and the airport's elevation limit aircraft performance. While an additional 1,100 feet of available takeoff distance would have been desirable, terrain features (which include rapidly declining elevations off each runway end), FAA safety area requirements, available airport property, and adjacent land uses prevented an extension of more than 600 feet.

Due to a significant grade change, it is not possible to extend the parallel taxiway to the extended Runway 6 end without closing Bravo Taxiway. Since Bravo Taxiway provides primary access to the airfield for aircraft located in Sky Park Industrial Park and Mazatazal Mountain Air Park, it is important that this taxiway access is maintained. To provide access to the Runway 6 end, it is recommended that a turnaround be constructed at the Runway 6 end. To access the extended Runway 6 end, aircraft will back-taxi along the runway and prepare for departure off the

TABLE 5A
Airfield Planning and Design Standards

Airport Reference Code Approach Visibility Minimums	B-II Visual
<u>Runway</u>	
Width (feet)	75
Shoulder Width (feet)	10
Runway Safety Area (RSA)	
Width (feet)	150
Length Beyond Runway End (feet)	300
Object Free Area (OFA)	
Width (feet)	500
Length Beyond Runway End (feet)	300
Runway Centerline to Parallel Taxiway Centerline (feet)	240
Runway Centerline to Edge of Aircraft Parking Apron (feet)	250
<u>Runway Protection Zones (RPZ)</u>	
Inner Width (feet)	500
Outer Width (feet)	700
Length (feet)	1,000
Approach Slope Surface (feet)	34:1
<u>Taxiways</u>	
Width (feet)	35
Shoulder Width (feet)	10
Safety Area Width (feet)	79
Object Free Area Width (feet)	131
Taxiway Centerline to Parallel Taxiway/Taxilane Centerline (feet)	105
Taxiway Centerline to Fixed or Moveable Object (feet)	65.5
Wingtip Clearance (feet)	26
<u>Taxilanes</u>	
Taxilane Centerline to Parallel Taxilane Centerline (feet)	97
Taxilane Centerline to Fixed or Moveable Object (feet)	57.5
Taxilane Object Free Area (feet)	115
Wingtip Clearance (feet)	18
Source: FAA Airport Design Software Version 4.2D	

runway in the turnaround area. While consideration was given to providing parallel taxiway access along the north side of the runway, the proximity of Mazatazal Mountain Air Park lots and fill and slope requirements eliminated this possibility.

As shown in Table 5A, B-II design standards specify a runway centerline

to parallel taxiway centerline separation distance of 240 feet. Presently, Runway 6-24 and the parallel taxiway are separated by 150 feet. The recommended master plan concept includes provisions to ultimately relocate the parallel taxiway 90 feet south of its present position to conform with FAA design standards. The relocation of the taxiway will

require the relocation of the Payson Hangar One facility, existing terminal building, maintenance supplies building, helipad, and Echo apron area. Future landside facilities have been situated to provide for the relocation of the taxiway.

A review of object free area (OFA), obstacle free zone (OFZ), and runway protection zone (RPZ) standards revealed that a number of obstructions exist within the OFA and OFZ and that the OFA and RPZs for each runway end fall outside of existing airport property line. To ensure that the OFA and OFZ remain clear of objects which could present hazards to aircraft, obstructions within the OFA and OFZ (which include fencing and trees and shrubs) are recommended to be removed. The Echo apron and helipad, which are within the limits of the OFA and OFZ, are recommended to be abandoned and new areas constructed south of their present position to clear the OFA and OFZ and provide for the ultimate relocation of the parallel taxiway.

Positive control of the OFA and RPZs through an aviation easement or the acquisition of property is recommended by the FAA. The recommended master plan concept includes the acquisition of approximately 11.7 acres of land to protect the ultimate Runway 6 RPZ once the runway is extended, 12.8 acres of land to protect the Runway 24 RPZ, and 4.7 acres of land to protect the OFA.

Global Positioning System (GPS) approaches are proposed for each end of

Runway 6-24 to reduce the amount of time that the airport is inaccessible due to low visibility and cloud ceilings and to enhance the safety of operations during these periods. The nondirectional beacon is to be phased-out as GPS approaches are established at the airport.

Airfield lighting recommendations include: pavement edge lighting along the parallel taxiway and runway entrance/exit taxiways (which are currently without lighting); a precision approach path indicator (PAPI) to the Runway 6 end to complement the existing PAPI to the Runway 24 end; pulsating approach slope indicators (PLASIs) to the future helipads; and runway end identification lighting (REILs) at each runway end to aid pilots in correctly identifying each runway end during poor weather conditions, enhancing the safety of future GPS approaches.

An airfield pavement evaluation completed for this master plan study concluded that all airfield pavements are in good to excellent condition and are only in need of periodic crack and slurry sealing; but due to varying pavement thickness and subbase materials, pavement strengths vary widely at the airport. A pavement strength rating of 30,000 pounds single wheel loading and 60,000 pounds dual wheel loading is recommended for all runway and taxiway surfaces at the airport to accommodate critical business aircraft expected to use the airport through the planning period.

To provide for the expansion of existing landside facilities (to accommodate forecast demand) and the ultimate relocation of the parallel taxiway, Airport Road needs to be relocated south of its present position and all property between the existing airport property line and relocated Airport Road purchased by the Town of Payson.

Environmental Protection Agency (EPA) regulations will require the Town to discontinue use of the existing underground storage tanks by December, 1998. The Town intends to remove the existing underground storage tanks and construct a new above-ground fuel storage facility at the west end of the airport, which will also provide a self-service fueling island. An aircraft wash rack and maintenance facility is planned for the area where the existing underground fuel storage tanks are located.

Future T-hangar facilities are recommended to be constructed along the west end of Bravo Apron. Sufficient area exists between the existing airport property line, Bravo Apron, and the planned fuel facility, to initially develop five, four-unit T-hangars. An additional 50 T-hangars could be developed behind the initial T-hangars if the Town of Payson purchases the property between a relocated Airport Road and the existing airport property line and the area is filled and graded level with the initial T-hangars. T-shade hangars are recommended to be developed on the Bravo apron.

The Bravo and Charlie apron areas are proposed to be expanded south to provide additional tiedown positions. The Echo apron and helipad are to be abandoned and redeveloped south of their present position. This will allow for the ultimate relocation of the parallel taxiway and clear the OFA and OFZ. Two helipads are recommended along the west edge of the Echo Apron.

A public terminal building is recommended near the existing campground parking area. Future fixed based operator facilities (FBO), providing commercial general aviation services (such as aircraft maintenance and flight training), are recommended along the south side of an expanded Charlie apron and along the transient aircraft apron. A firefighting station and airport maintenance building are planned for an area along Airport Road at the west end of the airport. The firefighting station would serve both as an airport rescue and firefighting station and structural firefighting station serving the western areas of the Town of Payson.

AIRPORT LAYOUT PLANS

The remainder of this chapter provides a brief description of the official layout drawings for the airport that will be submitted to the FAA and ADOT for review and approval. These plans, referred to as Airport Layout Plans, have been prepared to graphically

depict the ultimate airfield layout, facility development, and imaginary surfaces (which protect the airport from hazards). This set of plans include:

- Airport Layout Plan
- Terminal Area Plan
- Airport Land Use/Noise Plan
- Part 77 Airspace Plan
- Runway Protection Zone Plans
- Property Map

The airport layout plan set has been prepared on a computer-aided drafting system for future ease of use. The computerized plan set provides detailed information of existing and future facility layout on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design, and can be easily updated in the future to reflect new development and more detail concerning existing conditions (as made available through design surveys). The airport layout plan set is submitted to the FAA for approval and must reflect all future development for which federal funding is anticipated. Otherwise, the proposed development will not be eligible for federal funding. Therefore, updating these drawings to reflect changes in existing and ultimate facilities is essential.

AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP) drawing graphically presents the existing and ultimate airport layout. Detailed airport and runway data are provided to facilitate the interpretation of the

master plan recommendations. Both airfield and landside improvements are depicted.

TERMINAL AREA PLAN

The Terminal Area Plans provide greater detail concerning landside improvements and at a larger scale than the ALP. The Terminal Area Plans include detail concerning all landside development south of Runway 6-24.

ON-AIRPORT LAND USE PLAN

The On-Airport Land Use Plan is a graphic depiction of the land use recommendations. When development is proposed it should be directed to the appropriate land use area depicted on this plan. This plan also provides a depiction of the future noise contours for the airport. **Exhibit 5A** summarizes recommended land use compatibility guidelines to assist local planners in compatible land use planning near the airport.

In 1997, the State of Arizona enacted legislation which gives local communities the ability to establish Airport Influence Areas to aid in notifying owners and potential purchasers of property that they are in an area that is subject to aircraft noise and overflight. The AIA legislation gives the local communities discretion in establishing which property to include in the AIA. The local community is required to give notice and hold hearings on an AIA proposal.

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N ¹	N ¹	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N ¹	N ¹	N ¹	N	N
PUBLIC USE						
Schools	Y	N ¹	N ¹	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y ⁵	Y ⁵	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

See other side for notes and key to table.



KEY

Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES

- 1 Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- 2 Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 3 Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 4 Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 5 Land use compatible provided special sound reinforcement systems are installed.
- 6 Residential buildings require a NLR of 25.
- 7 Residential buildings require a NLR of 30.
- 8 Residential buildings not permitted.

Source: F.A.R. Part 150, Appendix A, Table 1.



Exhibit 5A (Continued)

F.A.R. PART 150

LAND USE COMPATIBILITY GUIDELINES

Once an AIA is established and after public notice and hearings, the Airport Influence Area is recorded with the County Recorder.

The Town of Payson should consider establishing an AIA for Payson Municipal Airport. To be compatible with existing Town height and hazard zoning, it is recommended that an AIA for Payson Municipal Airport consist of the Part 77 horizontal surface. As shown on **Exhibit 5B**, the horizontal surface extends for a radius of 10,000 feet from each runway end. At this distance, the horizontal surface encompasses all aircraft traffic patterns and the approach surfaces to each runway end.

F.A.R. PART 77 AIRSPACE PLAN

To protect the airspace around the airport and approaches to each runway end from hazards that could affect the safe and efficient operation of aircraft arriving and departing the airport, Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, have been established for use by local authorities to control the height of objects near the airport. The Part 77 Airspace Plan included in this master plan is a graphic depiction of this regulatory criterion. The Part 77 Airspace Plan is a tool to aid local authorities in determining if proposed development could present a hazard to the airport and obstruct the approach path to a runway end.

The Town of Payson has adopted height and hazard zoning protection for the

airport based upon FAR Part 77 criteria. Referred to as the Airport Overlay District, the height and hazard protection for the airport is found in Section 15-02-008 of the Payson Unified Development Code.

To increase the amount of time that the airport is accessible and to accommodate the larger numbers of business and corporate aircraft using the airport, this master plan recommends planning for improved instrument approach capability at the airport that takes advantage of GPS technology. Future one-mile visibility GPS approaches are planned for each end of Runway 6-24. To protect the approach path to each runway end from hazards, consideration should be given to updating the Airport Hazard Zoning Ordinance to reflect the recommendations of this master plan and reference the updated FAR Part 77 Airspace drawing included as part of this Airport Layout Plan set. The following provides a discussion of the recommended FAR Part 77 airspace surfaces.

F.A.R. Part 77 Imaginary Surfaces

The Part 77 Airspace Plan assigns three-dimensional imaginary areas to each runway. These imaginary surfaces emanate from the runway centerline and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Part 77 imaginary

surfaces are described in the following paragraphs.

- **Primary Surface**

The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Under Part 77 regulations, the primary surface for the future GPS approaches to Runways 6 and 24 is 500 feet wide.

- **Approach Surface**

An approach surface is also established for each runway. The approach surface begins at the same width as the primary surface and extends upward and outward from the primary surface end centered along an extended runway centerline. The approach surface for the future GPS approaches to Runways 6 and 24 extends 10,000 feet from the end of the primary surface at an upward slope of 34 to 1 to a width of 3,500 feet.

- **Transitional Surface**

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of each runway. The surface rises at a slope seven to one up to a height which is 150 feet above the

highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

- **Horizontal Surface**

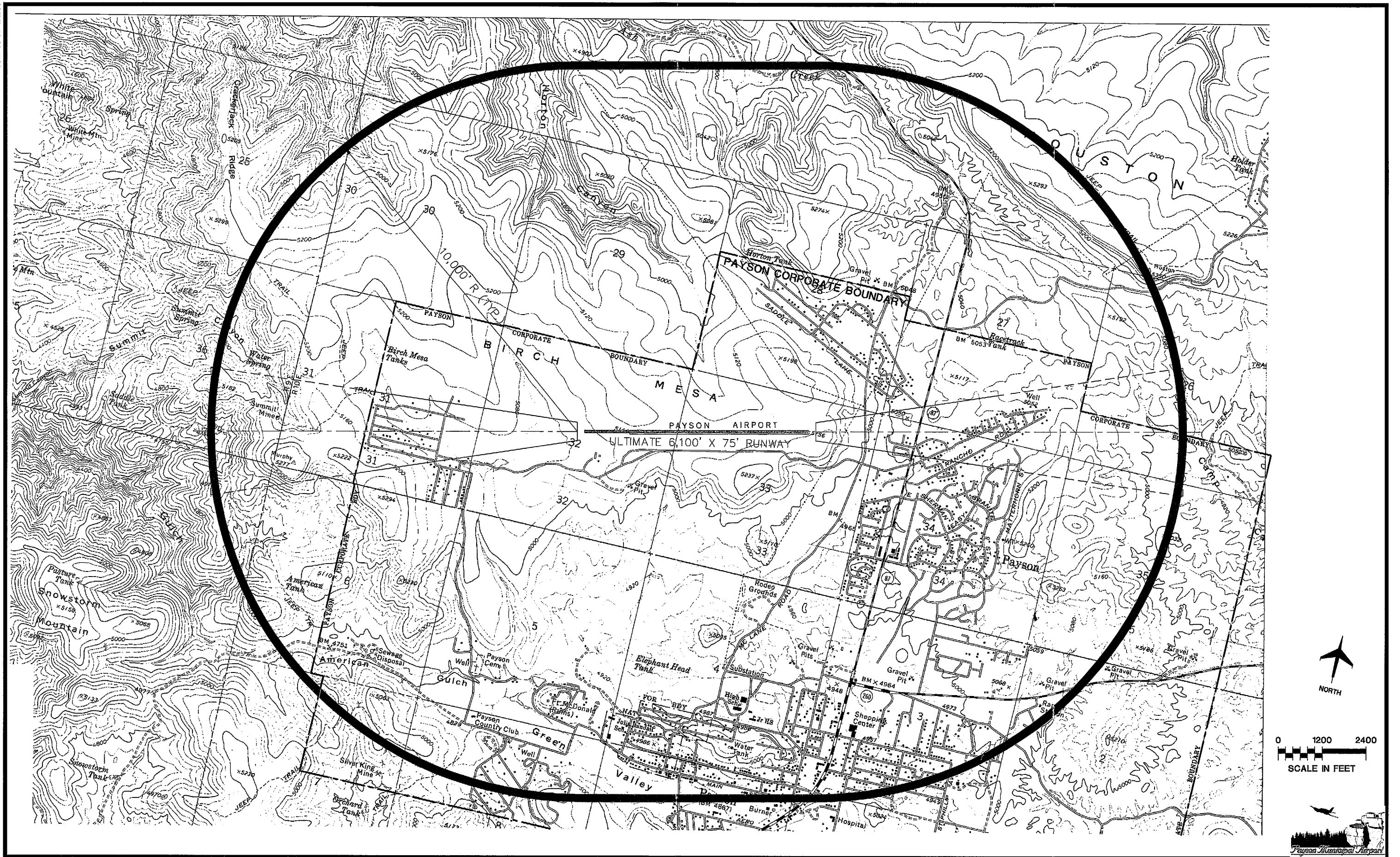
The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the end of the primary surfaces of each runway.

- **Conical Surface**

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20 to 1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

RUNWAY PROTECTION ZONE PLAN

The Runway Protection Zone Plan is a scaled drawing of the runway protection zone (RPZ), runway safety area (RSA), obstacle free zone (OFZ), and object free area (OFA) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions.



PROPERTY MAP

The Property Map provides information on the acquisition and identification of all land tracts acquired by the airport. The property map for Payson Municipal Airport reflects the recent purchase of the airport site from the U.S. Forest Service and proposed property acquisitions. All existing aviation easements are also depicted.

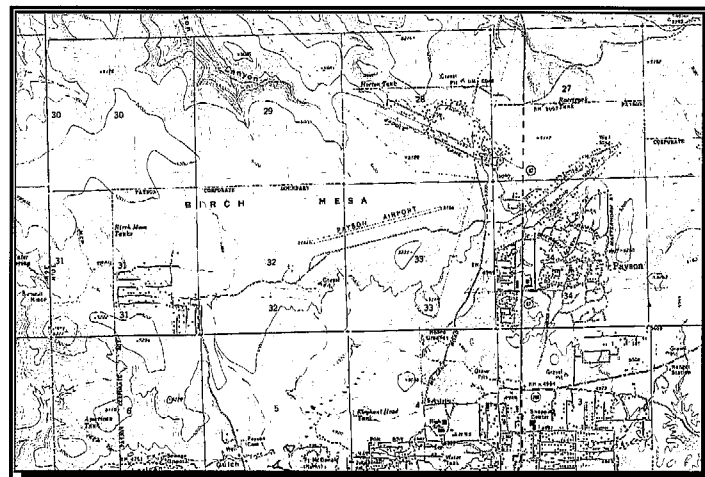
SUMMARY

The airport layout plan set is designed to assist the Town of Payson in making decisions relative to future development and growth at Payson Municipal Airport. The plan provides for development to satisfy expected airport needs over the next twenty years and

well beyond. Flexibility will be a key to future development since activity may not occur exactly as forecast. The plan has considered demands that could be placed upon the airport even beyond the twenty year planning period to ensure that the facility is capable of accommodating a variety of circumstances. The F.A.R Part 77 Airspace Plan should be used as a tool to ensure land use compatibility and restriction of the heights of future structures or antennae which pose a hazard to air navigation. The ALP set also provides the Town of Payson with options to pursue in marketing the assets of the airport for community development. Following the general recommendations of the plan, the airport can maintain its long term viability and continue to provide air transportation services to the region.

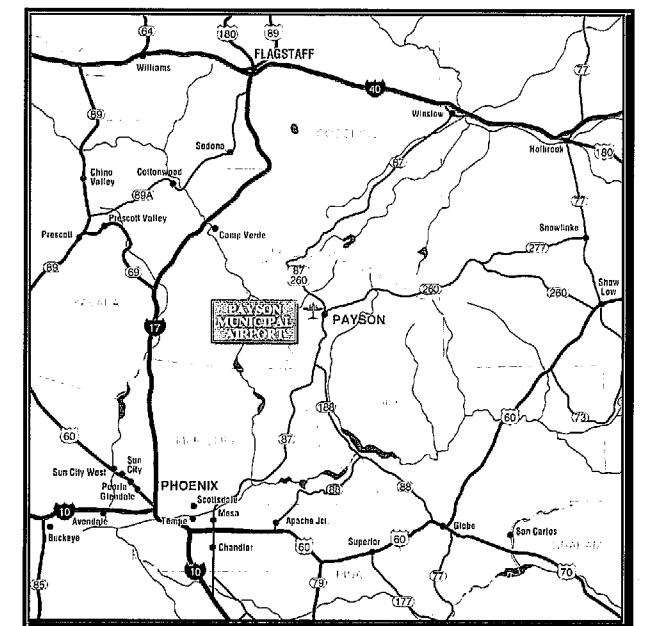
AIRPORT LAYOUT PLANS FOR PAYSON MUNICIPAL AIRPORT PAYSON, ARIZONA Prepared for the TOWN OF PAYSON INDEX OF DRAWINGS

VICINITY MAP



1. AIRPORT LAYOUT DRAWING
2. AIRPORT AIRSPACE DRAWING
and APPROACH ZONE PROFILES
3. INNER PORTION OF RUNWAY 6-24
APPROACH SURFACE DRAWING
4. TERMINAL AREA DRAWING
5. AIRPORT LAND USE/NOISE DRAWING
6. AIRPORT PROPERTY MAP

LOCATION MAP



RUNWAY DATA	RUNWAY 6-24	
	EXISTING	ULTIMATE
AIRCRAFT CATEGORY	General Aviation	General Aviation
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II
APPROACH VISIBILITY MINIMUMS	VISUAL	1 MILE
MAXIMUM RUNWAY ELEVATION (Above MSL)	5157.0 MSL	SAME
F.A.R. PART 77 CATEGORY RUNWAY 6	VISUAL	NONPRECISION
F.A.R. PART 77 CATEGORY RUNWAY 24	VISUAL	NONPRECISION
RUNWAY WIND COVERAGE 12 mph/15 mph	98.96%/99.87%	SAME
RUNWAY DIMENSIONS	5,504' x 75'	6,100' x 75'
RUNWAY BEARING (Decimal Degrees)	N 75.9761° E	SAME
RUNWAY INSTRUMENTATION	NONE	GPS
RUNWAY APPROACH SURFACES	20:1, 20:1	34:1, 34:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE
RUNWAY STOPWAY	NONE	NONE
RUNWAY SAFETY AREA (RSA)	6,104' x 150'	6,700' x 150'
RUNWAY SAFETY AREA (RSA) BEYOND Rwy END	300'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	5,904' x 400'	6,500' x 400'
RUNWAY OBJECT FREE AREA (OFA)	6,104' x 500'	6,700' x 500'
RUNWAY OBJECT FREE AREA BEYOND Rwy END	300'	SAME
RUNWAY SURFACE MATERIAL	Asphalt	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	SAME
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)	40(S), 50(D), 100(DT)	40(S), 50(D), 100(DT)
RUNWAY EFFECTIVE GRADIENT	0.33%	0.5246%
RUNWAY TOUCHDOWN ZONE ELEVATION Rwy 6	5141.9 MSL	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION Rwy 24	5157.0 MSL	SAME
RUNWAY MARKING	NONPRECISION	NONPRECISION
RUNWAY LIGHTING	MIRL	SAME
RUNWAY APPROACH LIGHTING	NONE	NONE
TAXIWAY LIGHTING	Delineators	MTL
TAXIWAY MARKING	Centerline	SAME
TAXIWAY SURFACE MATERIAL	Asphalt	SAME
TAXIWAY WIDTH	35'	SAME
TAXIWAY SAFETY AREA WIDTH	79'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	131'	SAME
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	NDB	GPS
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-2 (24)	PAPI-2 REIL

¹ Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.

AIRPORT DATA			
CITY: Payson, Arizona		COUNTY: GILA, AZ.	
RANGE: 10 East		TOWNSHIP: 11 North	
PAYSON MUNICIPAL AIRPORT (E69)		CIVIL TOWNSHIP: Tonto National Forest	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation	SAME
AIRPORT REFERENCE CODE		B-II	SAME
DESIGN AIRCRAFT		Cessna Citation III	SAME
AIRPORT ELEVATION		5157.0 MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		91° F (July)	SAME
AIRPORT REFERENCE POINT (NAD 83)		Latitude 34° 15' 24.611" N	34° 15' 23.889" N
		Longitude 111° 20' 21.321" W	111° 20' 24.802" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon	Rotating Beacon
		NDB	GPS
GPS APPROACH		NONE	YES
RUNWAY END COORDINATES (NAD 83)		Latitude 34° 15' 18.017" N	34° 15' 18.679" N
RUNWAY 6		Longitude 111° 20' 53.119" W	111° 21' 00.054" W
RUNWAY END COORDINATES (NAD 83)		Latitude 34° 15' 31.197" N	34° 15' 31.197" N
RUNWAY 24		Longitude 111° 19' 49.548" W	111° 19' 49.548" W

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1		PAYSON HANGAR ONE
2	20	ADMINISTRATION/TERMINAL BUILDING
3	21	MAINTENANCE/STORAGE
4		RESTAURANT
5	22	HELIPAD
6		NON-DIRECTIONAL BEACON (NDB)
7		CAMPGROUND/RESTROOMS/SHOWER FACILITIES
8		ELECTRICAL VAULT
	23	FUEL STORAGE
	24	T-HANGAR
	25	SHADE HANGAR
	26	FIXED BASE OPERATION HANGAR
	27	AIRCRAFT RESCUE and FIREFIGHTING (ARFF)
	28	AIRCRAFT WASH/MAINTENANCE FACILITY
	29	EQUIPMENT STORAGE BUILDING
	30	AIR TRAFFIC CONTROL TOWER (ATCT)

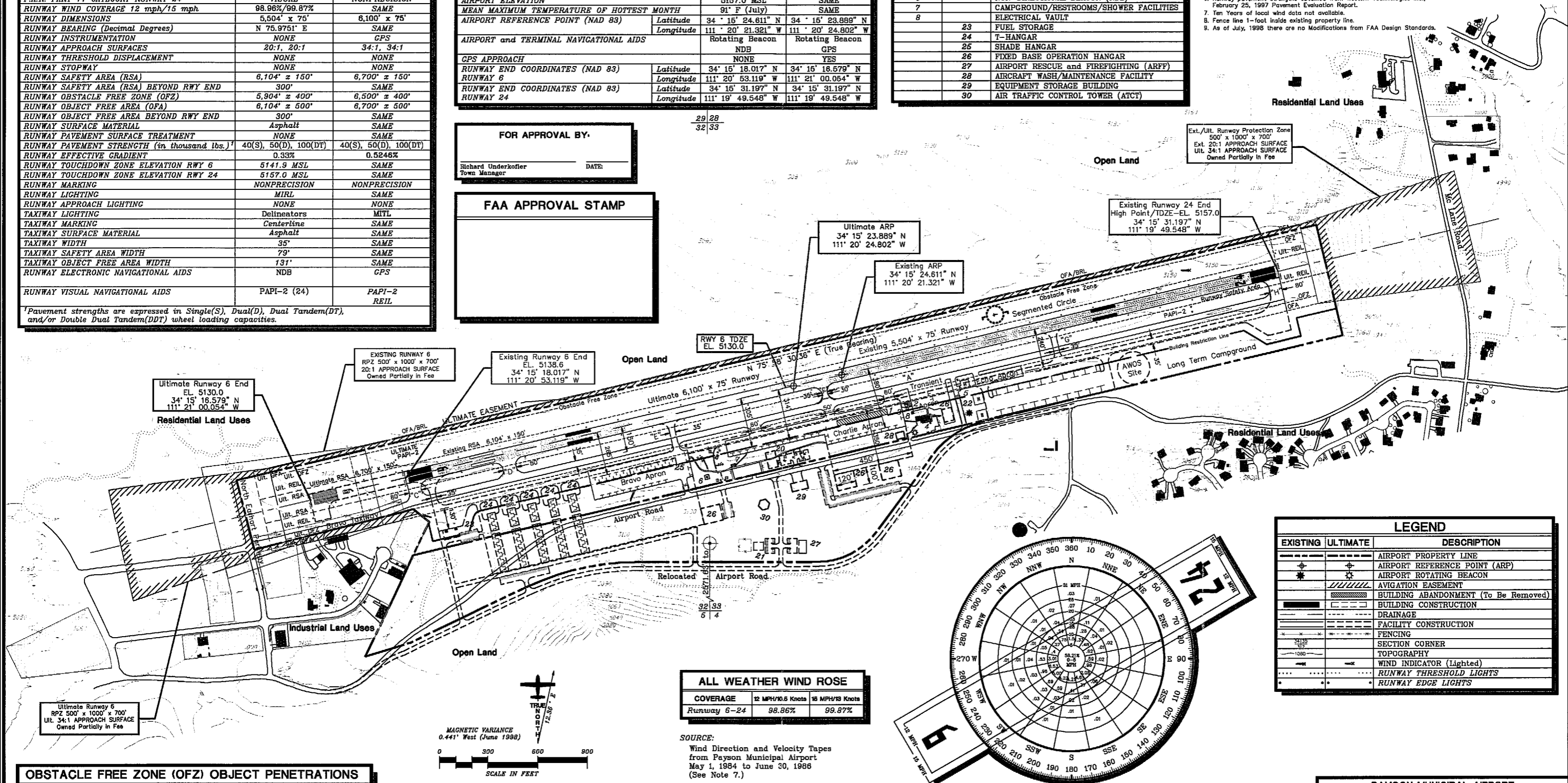
- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY 6-24 APPROACH SURFACE DRAWING, sheet 3 of 6.
 2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 4 of 6.
 3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE DRAWING, sheet 5 of 6.
 4. All runway and coordinates, and runway elevations were obtained from O.C. Chart 6968, April 1993.
 5. All latitude and longitude coordinates report in NAD 83.
 6. Runway pavement strengths obtained from Western Technologies Inc., February 25, 1997 Pavement Evaluation Report.
 7. Ten Years of local wind data not available.
 8. Fence line 1-foot inside existing property line.
 9. As of July, 1998 there are no Modifications from FAA Design Standards.

FOR APPROVAL BY:

Richard Underkofler
Town Manager

DATE: _____

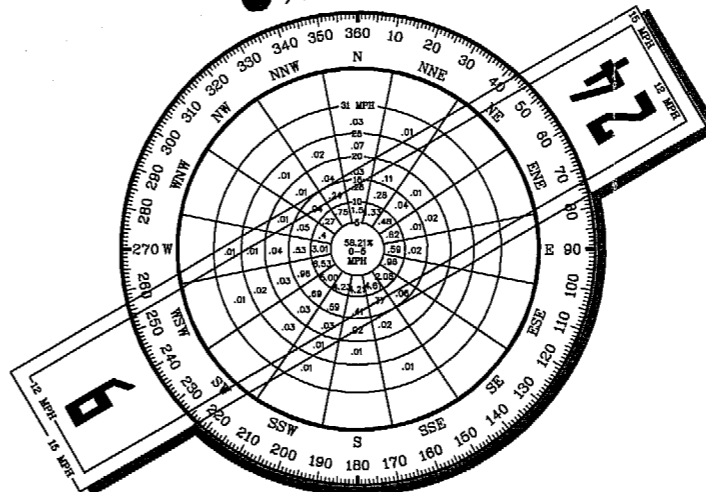
FAA APPROVAL STAMP



OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
Parallel Taxiway	150'	Relocate
Trees and Shrubs	Varies	Remove
Segmented Circle/Wind Cone	143'	Request Modification to Standard

THRESHOLD SITING SURFACE OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
None		

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway/Taxiway Separation	Runway/Taxiway Separation	240'	150'	Relocate
Helipad and Echo Apron in OFA	Object Free Area/OFZ	250'	205'	Relocate
Trees and Shrubs in OFA	Object Free Area/OFZ	250'	Varies	Remove
Segmented Circle/Wind Cone in OFA	Object Free Area/OFZ	250'	143'	Request Modification to Design Standard



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
—	—	AIRPORT PROPERTY LINE
—	—	AIRPORT REFERENCE POINT (ARP)
—	—	AIRPORT ROTATING BEACON
—	—	AVIGATION EASEMENT
—	—	BUILDING ABANDONMENT (To Be Removed)
—	—	BUILDING CONSTRUCTION
—	—	DRAINAGE
—	—	FACILITY CONSTRUCTION
—	—	FENCING
—	—	SECTION CORNER
—	—	TOPOGRAPHY
—	—	WIND INDICATOR (Lighted)
—	—	RUNWAY THRESHOLD LIGHTS
—	—	RUNWAY EDGE LIGHTS

ALL WEATHER WIND ROSE		
COVERAGE	12 MPH/10.5 Knots	16 MPH/15 Knots
Runway 6-24	98.86%	99.87%

SOURCE:
Wind Direction and Velocity Tapes
from Payson Municipal Airport
May 1, 1984 to June 30, 1986
(See Note 7.)

REVISIONS			
No.	REVISIONS	DATE	BY
1	Initial	8-98	LDJ
2	Revised	8-98	LDJ

PAYSON MUNICIPAL AIRPORT

AIRPORT LAYOUT DRAWING

Payson, Arizona

PLANNED BY: Christopher M. Huguenin

DETAILED BY: Larry B. Johnson

APPROVED BY: James M. Morris

August 5, 1998

SHEET 1 OF 6

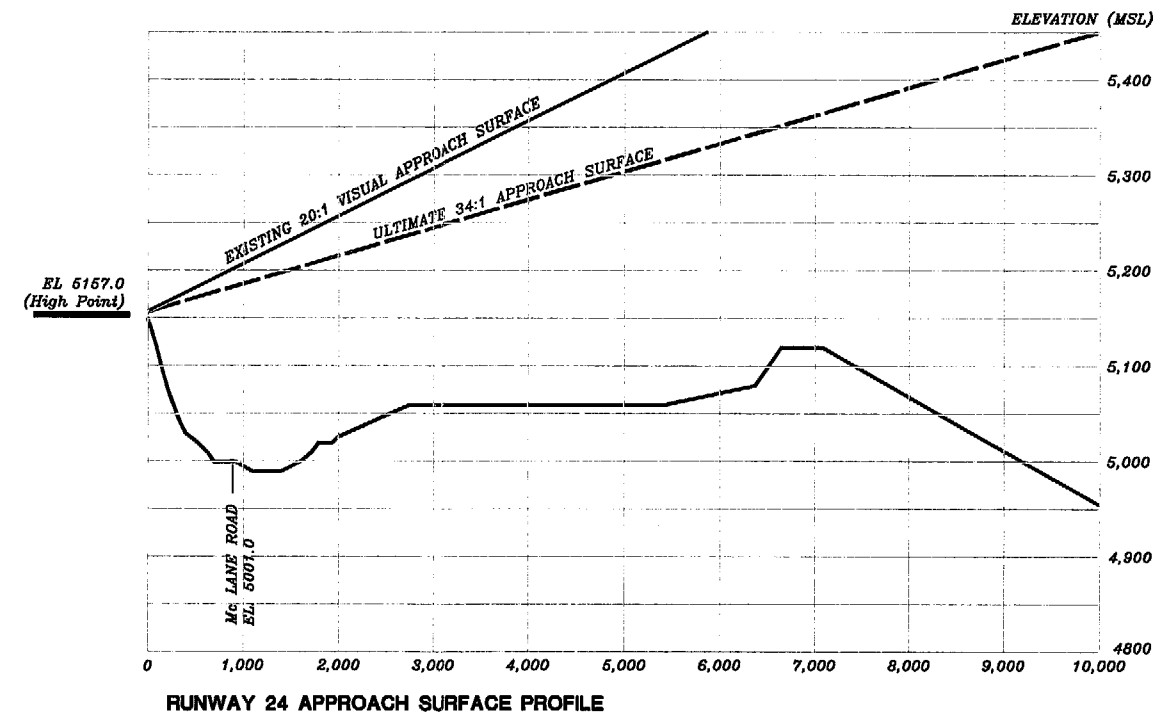
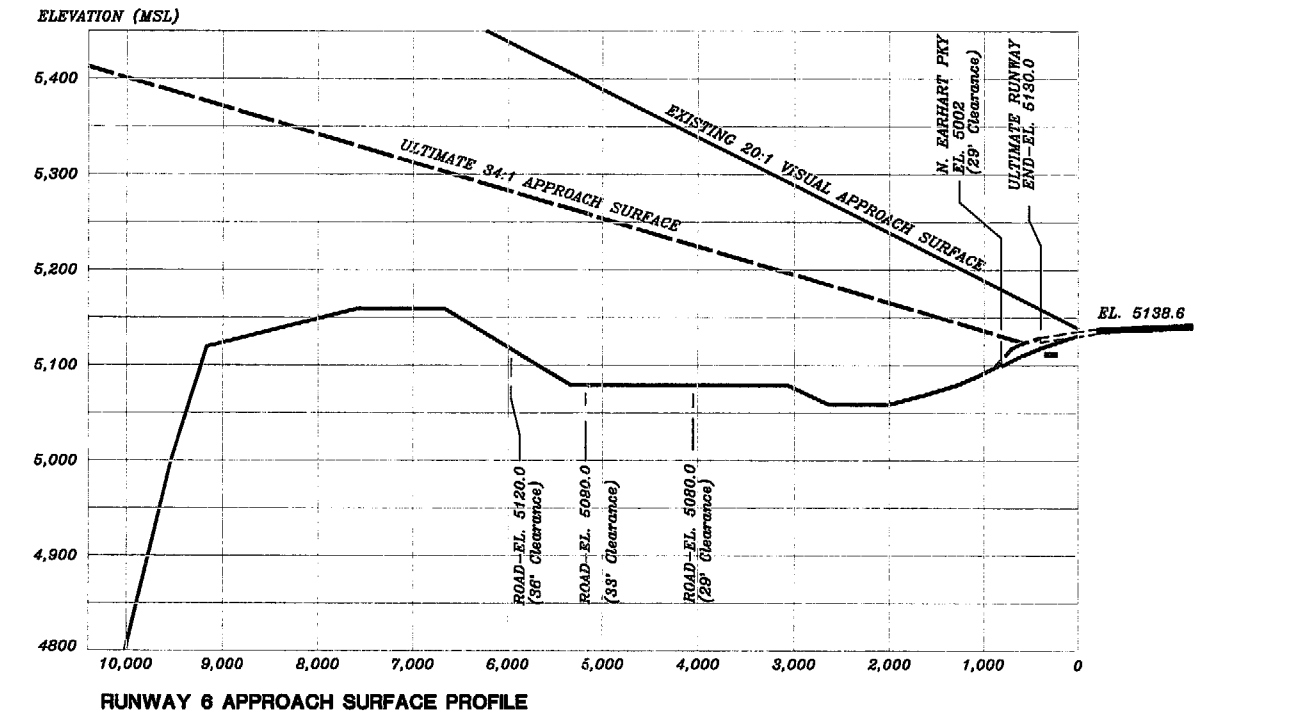
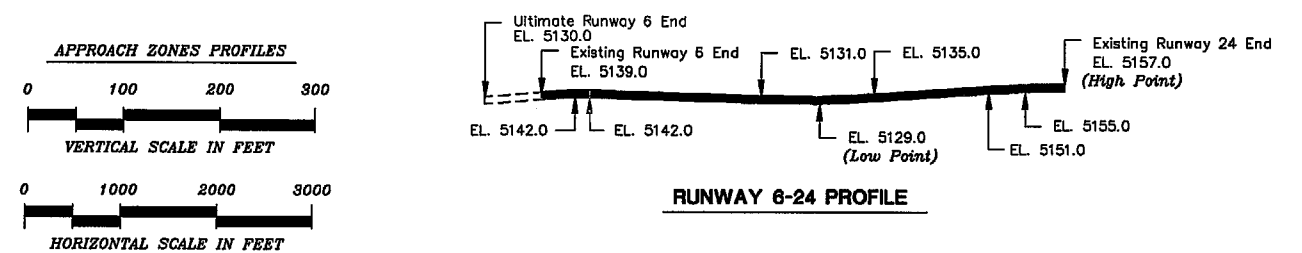
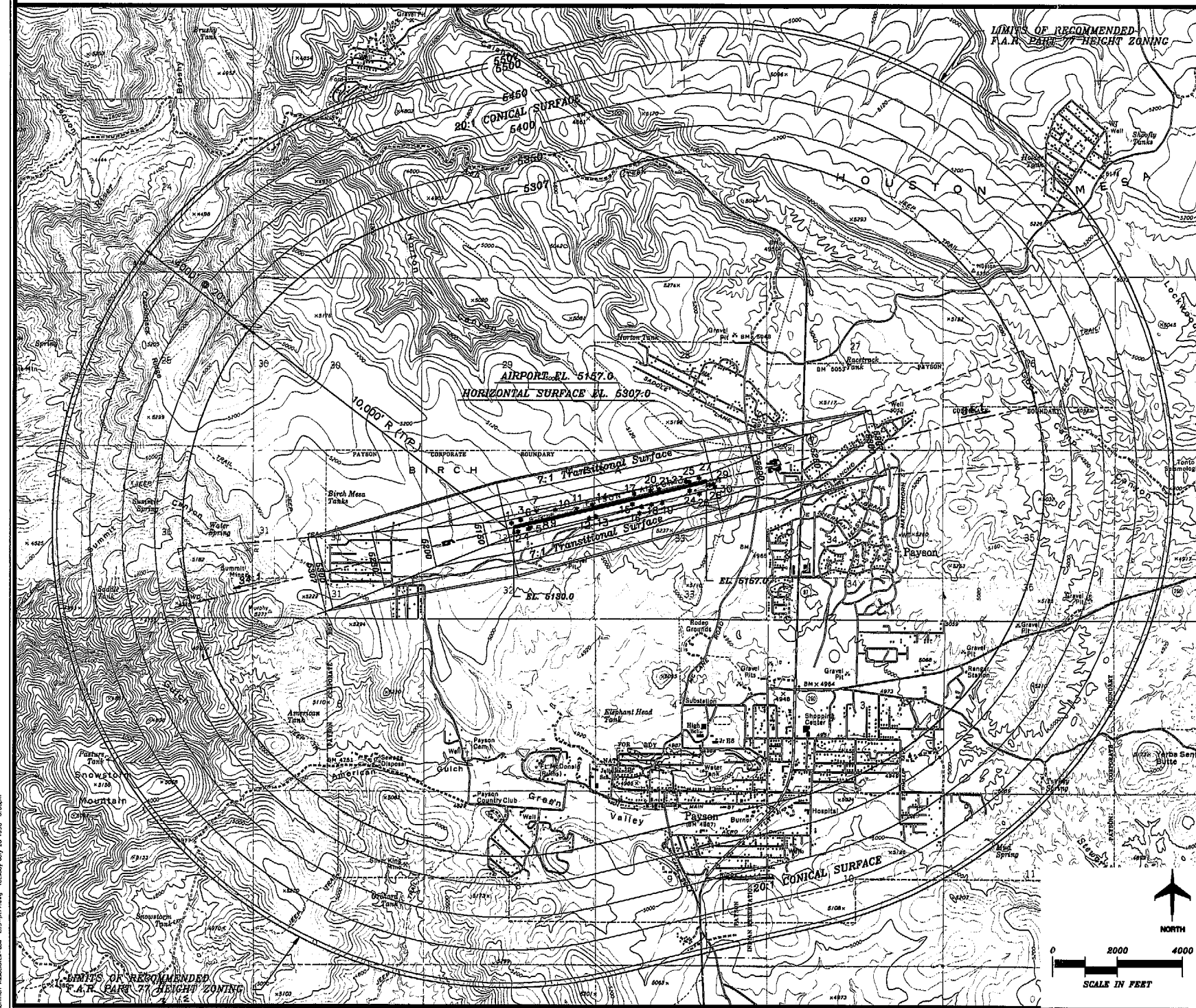
Coffman Associates
Airport Consultants

OBSTRUCTION TABLE											
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition	Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1 TREE	5147 MSL	PRIMARY SURFACE	5125 MSL	22'	REMOVE	16 APBN	5186 MSL	TRANSITIONAL SURFACE	5175 MSL	11'	NO ACTION
2 TREE	5139 MSL	PRIMARY SURFACE	5125 MSL	14'	REMOVE	17 TREE	5146 MSL	PRIMARY SURFACE	5130 MSL	16'	REMOVE
3 TREE	5154 MSL	PRIMARY SURFACE	5130 MSL	24'	REMOVE	18 OL WINDSOCK	5169 MSL	TRANSITIONAL SURFACE	5135 MSL	34'	NO ACTION
4 TREE	5147 MSL	PRIMARY SURFACE	5130 MSL	17'	REMOVE	19 OL ON LT	5176 MSL	TRANSITIONAL SURFACE	5135 MSL	41'	NO ACTION
5 FENCE	5141 MSL	PRIMARY SURFACE	5130 MSL	11'	REMOVE	20 WINDTEE	5145 MSL	PRIMARY SURFACE	5140 MSL	8'	NO ACTION
6 BUSH	5148 MSL	PRIMARY SURFACE	5142 MSL	6'	REMOVE	21 BUSH	5147 MSL	PRIMARY SURFACE	5143 MSL	4'	REMOVE
7 TREE	5185 MSL	TRANSITIONAL SURFACE	5150 MSL	35'	REMOVE	22 TREE	5179 MSL	PRIMARY SURFACE	5143 MSL	36'	REMOVE
8 GROUND	5146 MSL	PRIMARY SURFACE	5138 MSL	8'	EXCAVATE	23 TREE	5181 MSL	PRIMARY SURFACE	5151 MSL	30'	REMOVE
9 BUSH	5149 MSL	PRIMARY SURFACE	5142 MSL	7'	REMOVE	24 GROUND	5157 MSL	PRIMARY SURFACE	5155 MSL	2'	EXCAVATE
10 TREE	5176 MSL	PRIMARY SURFACE	5140 MSL	38'	REMOVE	25 LTD WINDSOCK	5155 MSL	PRIMARY SURFACE	5153 MSL	2'	NO ACTION
11 BUSH	5146 MSL	PRIMARY SURFACE	5142 MSL	4'	REMOVE	26 TREE	5190 MSL	TRANSITIONAL SURFACE	5156 MSL	34'	REMOVE
12 OL ON LT	5161 MSL	PRIMARY SURFACE	5136 MSL	25'	NO ACTION	27 TREE	5171 MSL	PRIMARY SURFACE	5156 MSL	10'	REMOVE
13 TREE	5164 MSL	PRIMARY SURFACE	5133 MSL	31'	REMOVE	28 BUSH	5161 MSL	PRIMARY SURFACE	5157 MSL	4'	REMOVE
14 BUSH	5141 MSL	TRANSITIONAL SURFACE	5133 MSL	8'	REMOVE	29 TREE	5170 MSL	PRIMARY SURFACE	5157 MSL	13'	REMOVE
15 GROUND	5134 MSL	PRIMARY SURFACE	5131 MSL	3'	EXCAVATE	30 TREE	5177 MSL	APPROACH SURFACE	5158 MSL	20'	REMOVE

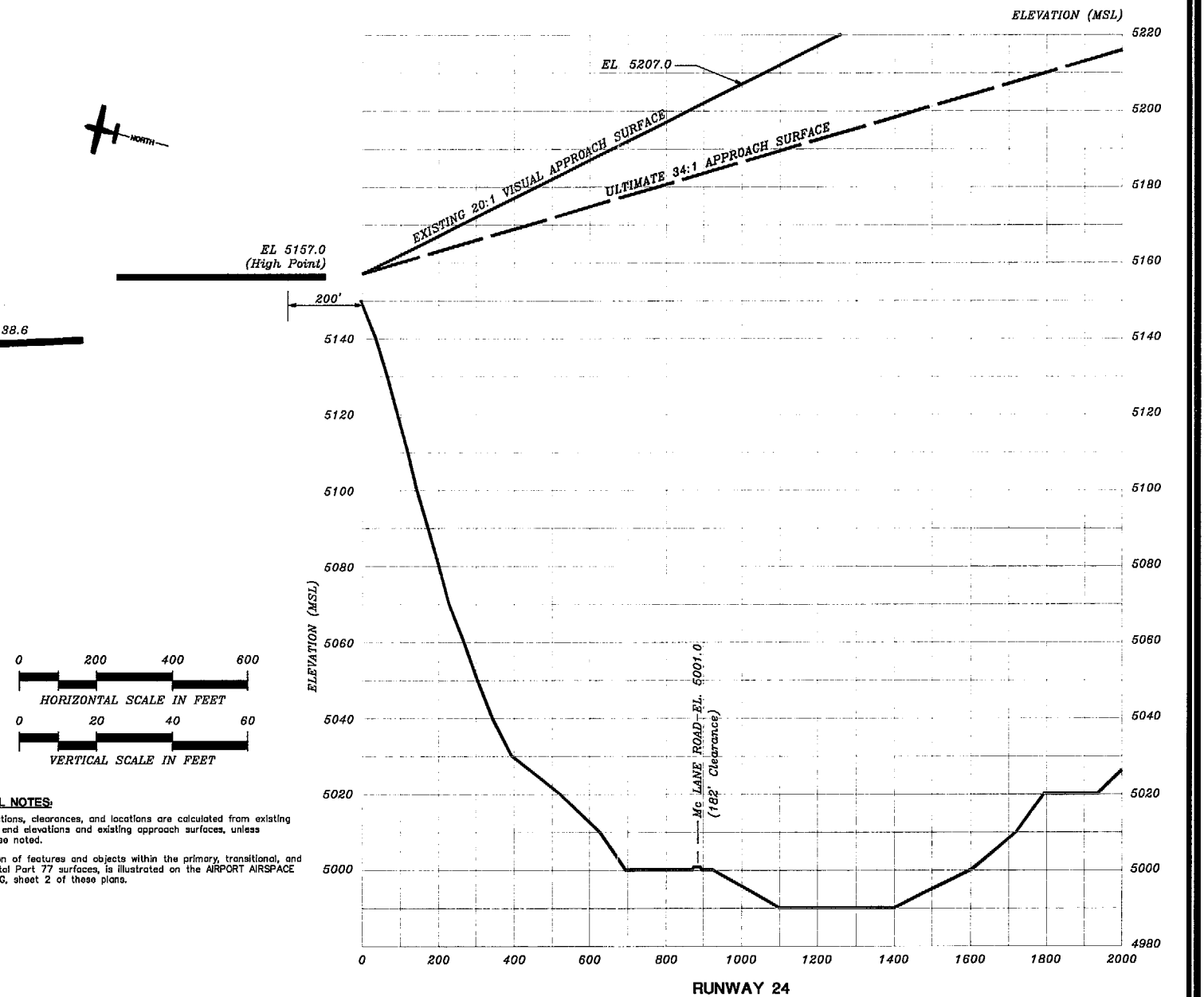
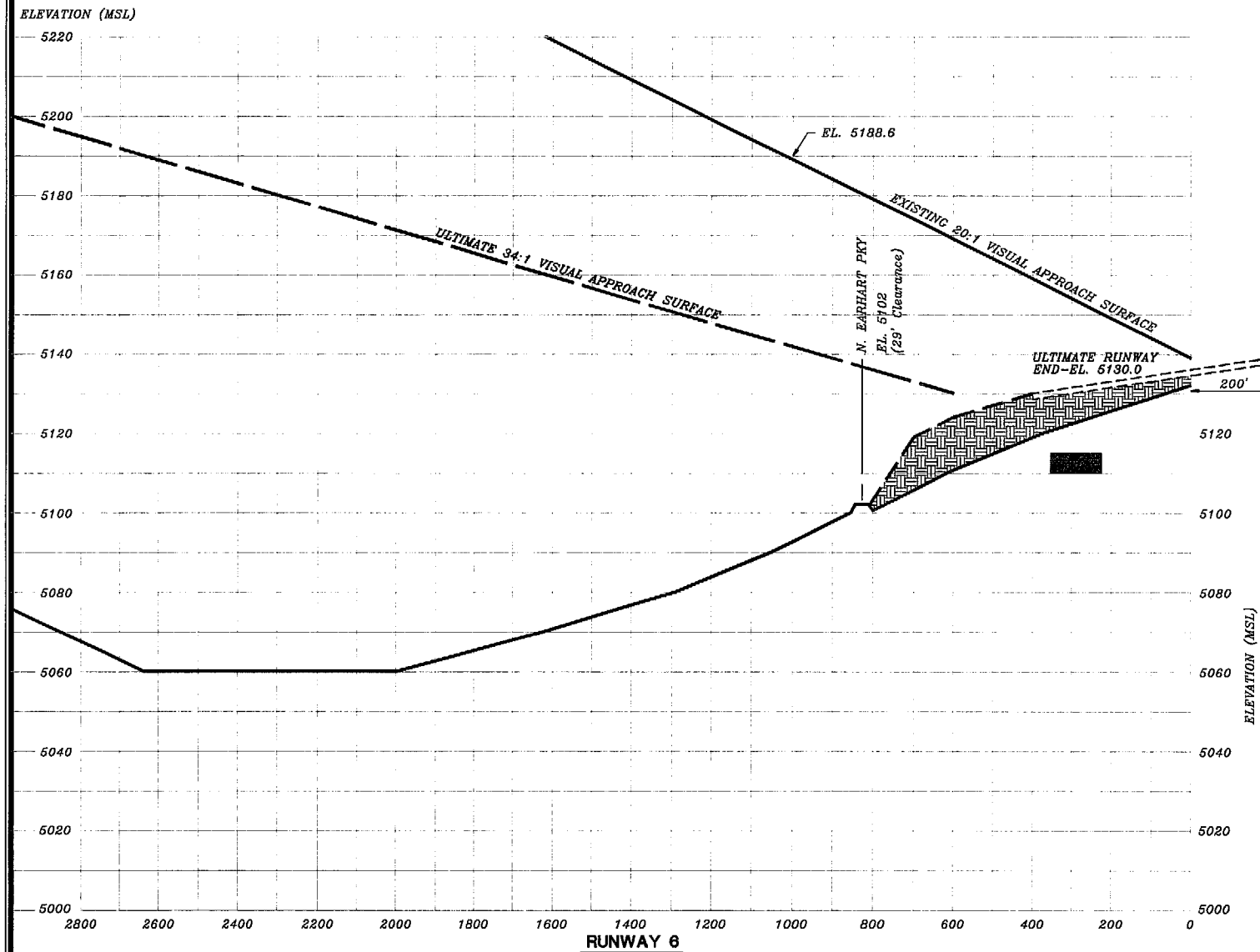
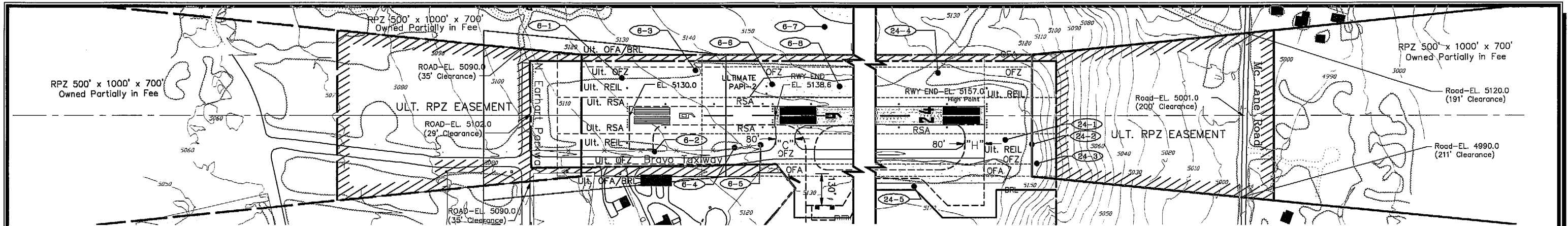
- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway and elevations and ultimate approach surfaces.
 - Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF THE APPROACH SURFACE DRAWING, sheet 3, of these plans.
 - Existing and future height and hazard obstructions are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING.
 - Additional obstruction data is illustrated on National Ocean Survey document OC 6968, AIRPORT OBSTRUCTION CHART.

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUND



PAYSON MUNICIPAL AIRPORT				
AIRPORT AIRSPACE DRAWING				
and APPROACH ZONE PROFILES				
Payson, Arizona				
PLANNED BY: Christopher M. Kaganian				
DETAILED BY: Larry B. Johnson				
APPROVED BY: James M. Morris				
August 5, 1998				
SHEET 2 OF 6				
Coffman Associates Airport Consultants				



GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from existing runway end elevations and existing approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans.

RUNWAY 6 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
6-1 TREE	5147 MSL	PRIMARY SURFACE	5125 MSL	22'	REMOVE
6-2 TREE	5139 MSL	PRIMARY SURFACE	5125 MSL	14'	REMOVE
6-3 TREE	5154 MSL	PRIMARY SURFACE	5130 MSL	24'	REMOVE
6-4 TREE	5147 MSL	PRIMARY SURFACE	5130 MSL	17'	REMOVE
6-5 FENCE	5141 MSL	PRIMARY SURFACE	5130 MSL	11'	REMOVE
6-6 BUSH	5148 MSL	PRIMARY SURFACE	5142 MSL	6'	REMOVE
6-7 TREE	5185 MSL	TRANSITIONAL SURFACE	5158 MSL	29'	REMOVE
6-8 GROUND	5146 MSL	PRIMARY SURFACE	5138 MSL	8'	EXCAVATE

RUNWAY 24 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
24-1 BUSH	5161 MSL	PRIMARY SURFACE	5157 MSL	4'	REMOVE
24-2 TREE	5170 MSL	PRIMARY SURFACE	5157 MSL	13'	REMOVE
24-3 TREE	5177 MSL	APPROACH SURFACE	5158 MSL	19'	REMOVE
24-4 TREE	5171 MSL	PRIMARY SURFACE	5156 MSL	15'	REMOVE
24-5 TREE	5190 MSL	TRANSITIONAL SURFACE	5162 MSL	28'	REMOVE

PAYSON MUNICIPAL AIRPORT INNER PORTION OF RUNWAY 6-24 APPROACH SURFACE DRAWING Payson, Arizona

PLANNED BY: Christopher M. Kugler
 DETAILED BY: Larry S. Johnson
 APPROVED BY: James M. Morris

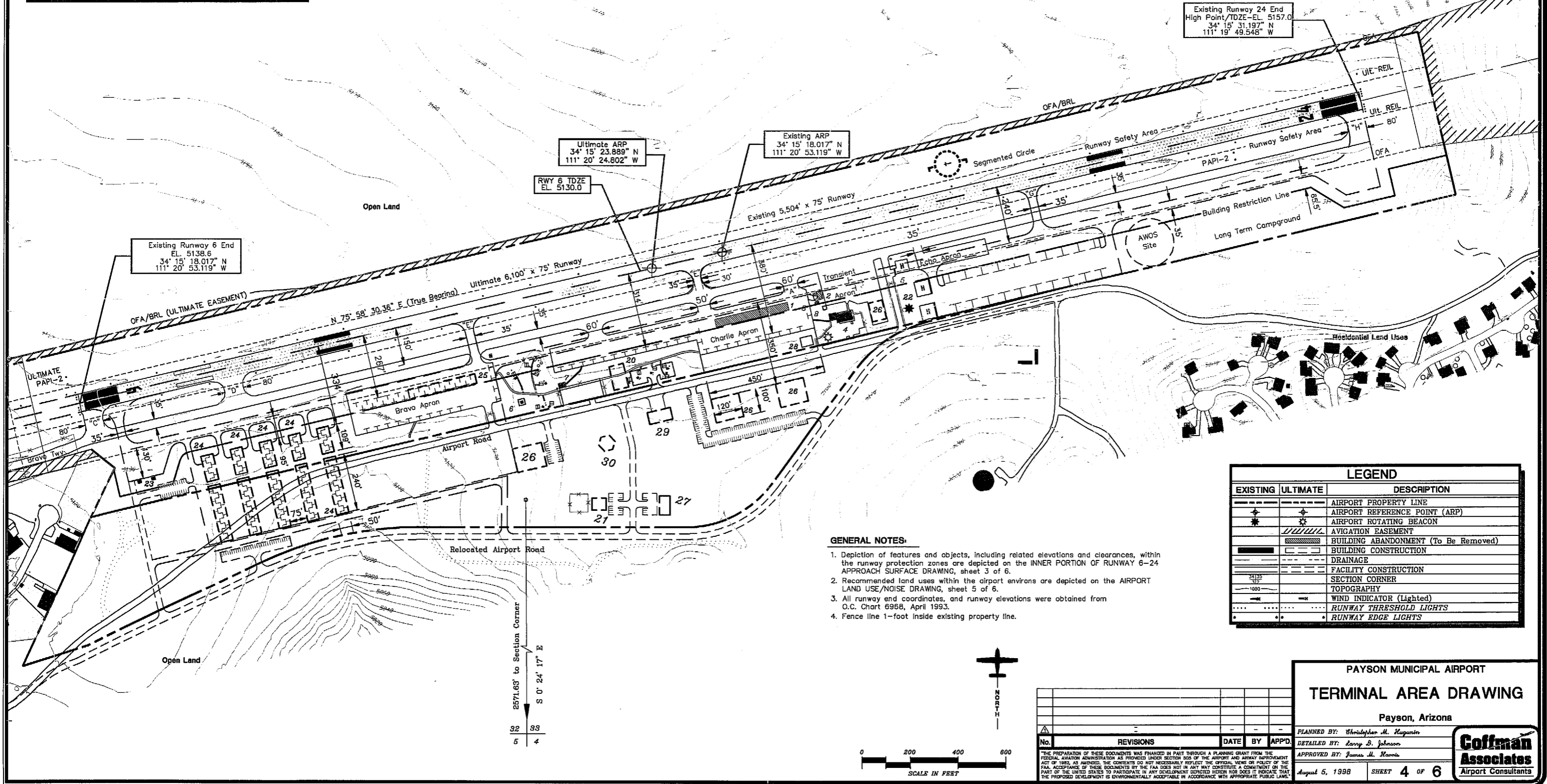
August 5, 1998 SHEET 3 OF 6

Coffman Associates
 Airport Consultants

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1		PAYSON HANGAR ONE
2	20	ADMINISTRATION/TERMINAL BUILDING
3	21	MAINTENANCE/STORAGE
4		RESTAURANT
5	22	HELIPAD
6		NON-DIRECTIONAL BEACON (NDB)
7		CAMPGROUND/RESTROOMS/SHOWER FACILITIES
8		ELECTRICAL VAULT
	23	FUEL STORAGE
	24	T-HANGAR
	25	SHADE HANGAR
	26	FIXED BASE OPERATION HANGAR
	27	AIRPORT RESCUE and FIREFIGHTING (ARFF)
	28	AIRCRAFT WASH/MAINTENANCE FACILITY
	29	EQUIPMENT STORAGE BUILDING
	30	AIR TRAFFIC CONTROL TOWER

29/28
32/33



- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY 6-24 APPROACH SURFACE DRAWING, sheet 3 of 6.
 2. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE DRAWING, sheet 5 of 6.
 3. All runway end coordinates, and runway elevations were obtained from O.C. Chart 6968, April 1993.
 4. Fence line 1-foot inside existing property line.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
+	+	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
---	---	AVIGATION EASEMENT
---	---	BUILDING ABANDONMENT (To Be Removed)
---	---	BUILDING CONSTRUCTION
---	---	DRAINAGE
---	---	FACILITY CONSTRUCTION
---	---	SECTION CORNER
---	---	TOPOGRAPHY
---	---	WIND INDICATOR (Lighted)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	RUNWAY EDGE LIGHTS

PAYSON MUNICIPAL AIRPORT
TERMINAL AREA DRAWING
 Payson, Arizona

PLANNED BY: Christopher M. Huggins
 DETAILED BY: Larry S. Johnson
 APPROVED BY: James M. Harris

August 5, 1998 SHEET 4 OF 6

Coffman Associates
 Airport Consultants

Coffman Associates-L21 038-top-dwg Wednesday August 5 1998 1:40pm

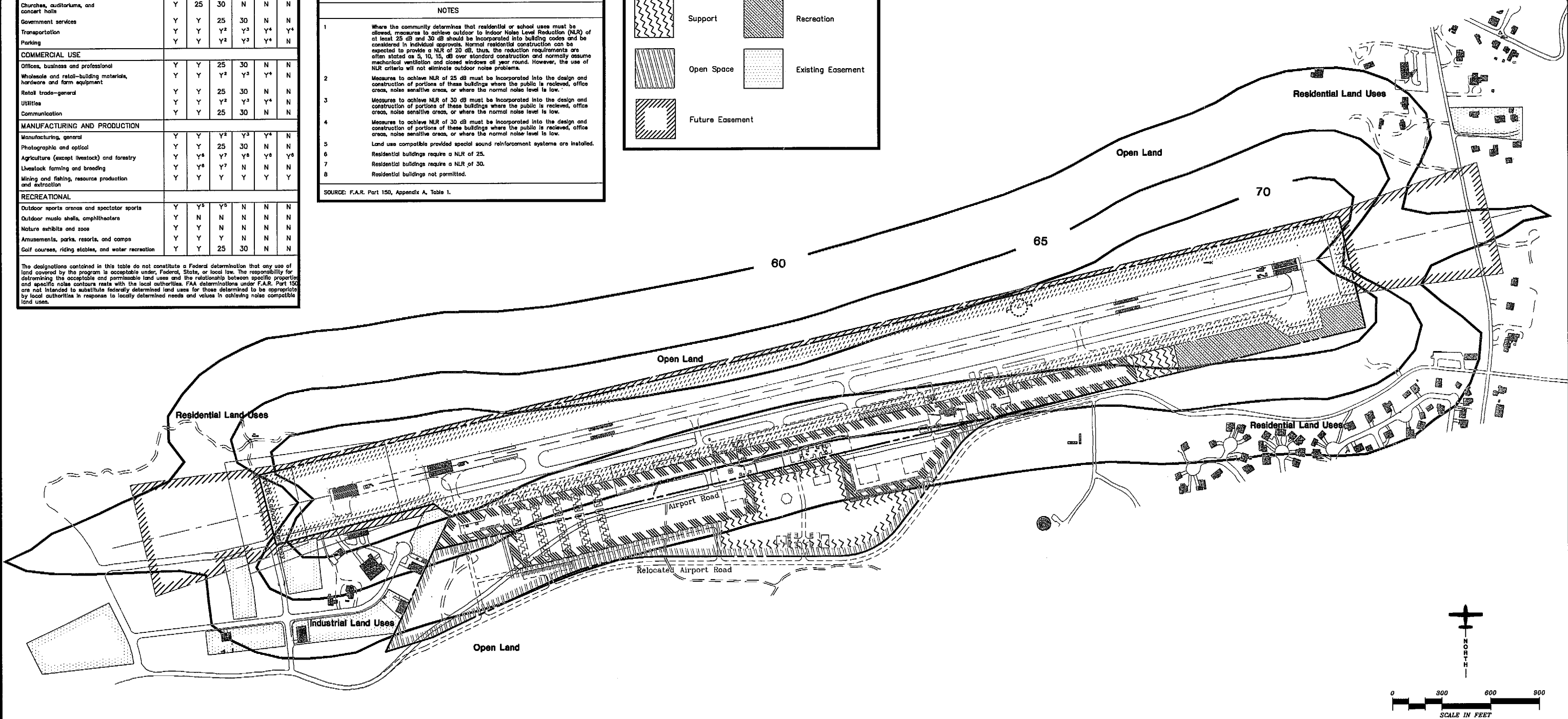
Land Use Guidelines	Yearly Day-Night Average Sound Level (DNL) in Decibels (dB)					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N ¹	N ¹	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N ¹	N ¹	N	N	N
PUBLIC USE						
Schools	Y	N ¹	N ¹	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁶	Y ⁶
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y ⁶	Y ⁶	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under F.A.R. Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Land Use Guidelines (cont.)	
KEY	
Y (YES)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve NLR 25, 30 or 35 Db must be incorporated into design and construction of structure.
NOTES	
1	Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, 15, dB over standard construction and normally assume mechanical ventilation and closed windows all year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2	Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is relieved, office areas, noise sensitive areas, or where the normal noise level is low.
3	Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is relieved, office areas, noise sensitive areas, or where the normal noise level is low.
4	Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is relieved, office areas, noise sensitive areas, or where the normal noise level is low.
5	Land use compatible provided special sound reinforcement systems are installed.
6	Residential buildings require a NLR of 25.
7	Residential buildings require a NLR of 30.
8	Residential buildings not permitted.
SOURCE: F.A.R. Part 150, Appendix A, Table 1.	

LAND USE LEGEND	
KEY	
	Airfield
	Support
	Open Space
	Future Easement
	General Aviation
	Recreation
	Existing Easement

LEGEND	
	EXISTING AIRPORT PROPERTY LINE
	ULTIMATE AIRPORT PROPERTY LINE
	60 DNL CONTOUR - 2020








REVISIONS				
No.	REVISIONS	DATE	BY	APP'D.

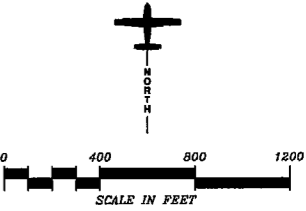
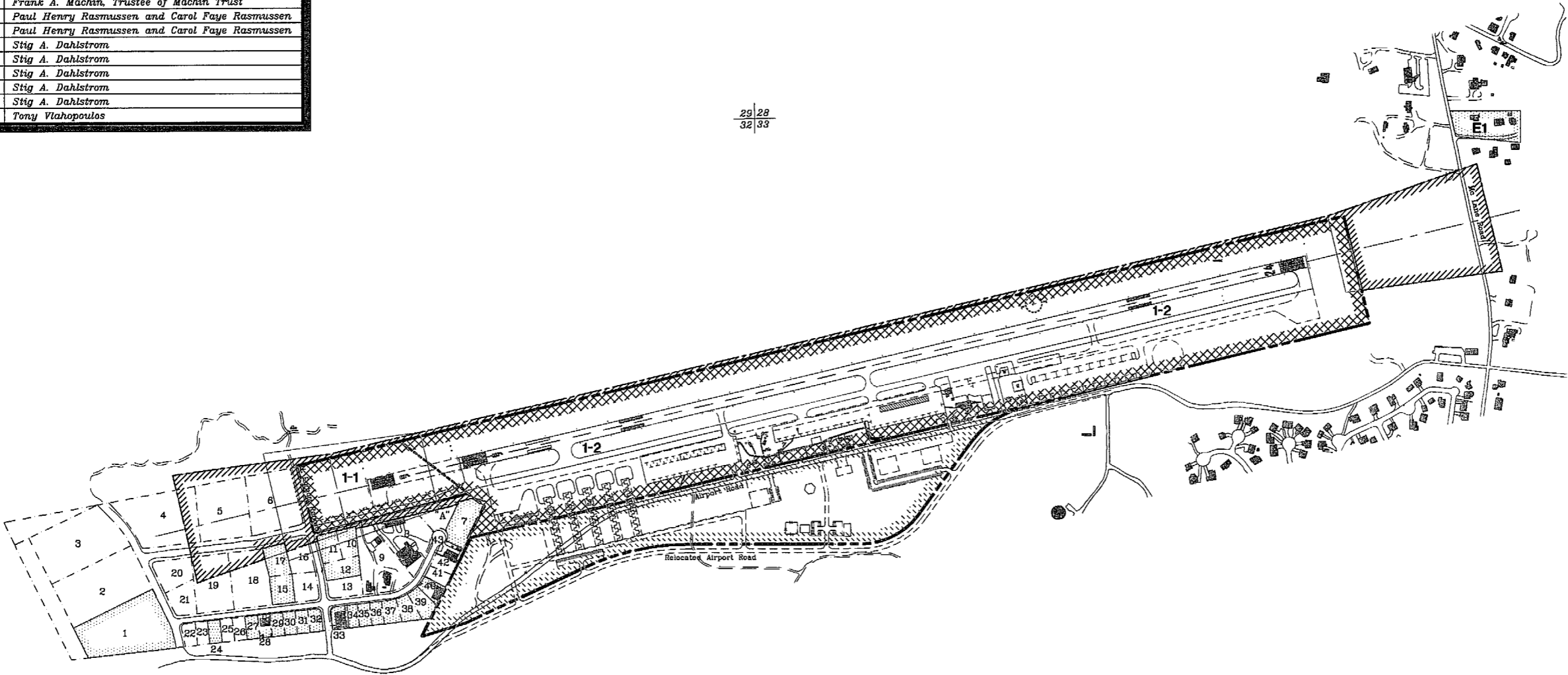
PAYSON MUNICIPAL AIRPORT	
AIRPORT LAND USE/NOISE DRAWING	
Payson, Arizona	
PLANNED BY: Christopher M. Huggins	
DETAILED BY: Larry B. Johnson	
APPROVED BY: James M. Huggins	
August 3, 1998	SHEET 5 OF 6

Coffman Associates
Airport Consultants

SKY PARK INDUSTRIAL AVIGATION EASEMENTS		
LOT NO.	DATE ACQUIRED	GRANTOR
1	October 10, 1991	Floyd Wayne Thompson and Dorothy J. Thompson
7	October 23, 1981	Frank A.
8	July 26, 1982	William E. Goldman and Tiffany Ann Goldman
10	October 29, 1981	Jan Corey and Mary Corey
11	July 13, 1982	Jack L. Willems and Agnes Willems
12	October 29, 1981	Jan Corey and Mary Corey
15	January 15, 1982	Stig A. Dahlstrom
17	January 15, 1982	Stig A. Dahlstrom
24	April 24, 1992	John A. Mayfield
27	December 12, 1991	John A. Mayfield
28	December 12, 1991	John A. Mayfield
29	January 15, 1982	Stig A. Dahlstrom
30	January 15, 1982	Stig A. Dahlstrom
31	January 15, 1982	Stig A. Dahlstrom
32	October 23, 1981	Frank A. Machin, Trustee of Machin Trust
33	October 10, 1991	Paul Henry Rasmussen and Carol Faye Rasmussen
34	April 24, 1992	Paul Henry Rasmussen and Carol Faye Rasmussen
35	January 15, 1982	Stig A. Dahlstrom
36	January 15, 1982	Stig A. Dahlstrom
37	January 15, 1982	Stig A. Dahlstrom
38	January 15, 1982	Stig A. Dahlstrom
39	January 15, 1982	Stig A. Dahlstrom
40	January 8, 1982	Tony Vlahopoulos

PROPERTY PARCEL TABLE			
PARCEL NO.	DATE ACQUIRED	ACERAGE	DESCRIPTION
1-1	Mar. 15, 1993	± 8.74	Gila County Quit Claim Deed
1-2	Jun. 30, 1997	± 94.87	U.S. Forest Service, Quit Claim Deed, ADOT Grant No. N-738
E1	Oct. 28, 1992	± 1.79	Avigation Easement Steven R. and Judith A. Perhan

LEGEND	
	EXISTING AIRPORT PROPERTY
	ULTIMATE AIRPORT PROPERTY
	EXISTING AVIGATION EASEMENT
	ULTIMATE AVIGATION EASEMENT
	SKY PARK INDUSTRIAL LOTS



32/33
5/4

REVISIONS			
No.	DATE	BY	APP'D.

PAYSON MUNICIPAL AIRPORT

AIRPORT PROPERTY MAP

Payson, Arizona

PLANNED BY: Christopher M. Huguenin

DETAILED BY: Larry B. Johnson

APPROVED BY: James M. Harris

August 3, 1998

SHEET 6 OF 6

Coffman Associates

Airport Consultants